THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) The average length is 1.06 Kms. in Orissa against an All India average length of 0.96 Kms. per 100 Sq. Kms. of area.

(b) and (c) The Seventh Five Year Plan has not yet been finalised. Depending upon the resources available in the Plan, proposals from various State Governments including Orissa would be invited in due course for consideration, for making new additions to the National Highway System.

N.C.C. Cadets in the Country

I960. DR MOHD. HASHIM KIDWAI: Will the Minister of DEFENCE be pleased to state:

(a) the State-wise number of N.C.C. cadets during the last three years, year-wise;

(b) whether there has been- any decline in their number; and

(c) if so, what measures his Minis try propose to take to popularise N.C.C?

THE MINISTER OF DEFENCE (.SHRI P.V. NARASIMHA RAO): (a) to *(c)* The information is being collected and will be laid on the Table of the House.

Modernisation of Railway Workshop, Ajmer

1967. SHRI DHULESHWAR MEENA: Will the Minister of RAILWAYS be pleased t_0 state:

(a) whether Government propose to modernise the century old railway workshops in Ajmer (Western Railway) during the Seventh Plan period;

(b) if so, what are the details in this regard: and

(c) what is the capital outlay invol ved and the funds proposed to be made available during the current year?

901 RS—3.

THE MINISTER OF RAILWAYS (SHRI BANSI LAL): (a) Yes, Sir.

The Work of Modernisation of Ajmer Workshop has been included in the Railway Budget 1984-85.

(b) The project covers increased capacity for POH of Diesel locos, modern facilities for the overhaul of coaching stock and goods stock, rationalisation of lay-outs, modernisation of equipment, improvements in material handling facilities etc. to increase productivity.

(c) Anticipated cost of the project is Rs. 26.05 crores. An outlay of Rs. 0.51 crore has been provided during 1985-86.

Shelving of sanctioned railway projects

1968. SHRI SUKOMAL SEN: Will the Minister of RAILWAYS be pleased to state:

(a) what are the details of rail way projects, earlier sanctioned for improvement of railway services which have been shelved on grounds of severe financial constraints;

(b) what are the details of rail way projects recently sanctioned which have been taken up or are likely to be taken up for the improve ment of the railway services; and

(c) by what time financial cons traints of the railways are expected to be over?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL): (a) The following projects, though earlier approved for being taken up, have been removed from the list of approved works for reasons of severe financial con-straints, apart from other reasons: —

(1) New BG line from Kalka to Parwanoo (Tipra) (4.3 kms.). At the request of Govt, of Himachal Pradesh, this work has been deleted.

(2) Restoration of Miraj-Sangii line (7.7 kms.).

(3) Bringing Old Madhavnagar on the main line by providing a chord between Nandare and New Sangii on Pune-Miraj section.

(4) Parallel B.G. line between Bareilly and Bhojipura and conversion of M.G. line into B.G. from Bhojipura to Kathgodam (109 kms.).

(5) Conversion of M.G. line in to B.G. from Katihar to Siliguri-New Jalpaiguri (209 kms.). This work has been deleted to avoid cut ting off the M.G. link to North East States. In lieu thereof, line capacity of the existing B.G. route is being augmented.

Planning Commission have not agreed to take up the following works due to constraint of resources:

(1) New B.G. line from Sultanpur to Rewa (266 kms.).

(2) New B.G. line from Tamluk-Digha (80 kms.).

(3) Conversion of M.G. line into B.G. from Delhi to Sabarmati (925 kms.).

Planning Commission's clearance is also awaited for the following projects ;—

(1) New B.G. line fro$_m$ Budge Budge-Namkhana, including Lak-shmikantpur-Kulpi line (100 kms.).

(2) New B. G. line from Satna to Rewa (50 kms.).

(3) New B.G. line from Guna to Etawah (348 kms).

(b) Details of new works approved during the current financial year are given in the Railway Budget 1985-86. So far as further new works are concerned, the question of taking them up will depend on their justification and availability of resources.

(c) Not known.

Proposed coach factory in Punjab

1969. SHRI SUKOMAL SEN: Will the Minister of RAILWAYS be pleased to state:

(a) what are the details of the progress made so far in the proposed coach factory to be set up in Punjab;

(b) how much land is required for the project; and

(c) whether the land being acquired is agricultural or non-agricultural?

THE MINISTER OF RAILWAYS (SHRI BANSI LAL): (a) A Committee had been set up for selection of site and o-her allied matters in connection with speedy progress of the Project. The Committee's repoi since been received and is under examination.

(b) Approximately 350 hectares of land may be required. The factory is proposed to be located sf a distance of about 5 Kms from Kapurthala on the Kapurth'-Ala-Sultanpur Road.

(c) Land is proposed to be acquired. The proposed land is low value with poor agricultural yield.

Alleged coercion by D.T.C. Staff of woman victim

1970. SHRI M. BASAVARAJU: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government's attention has been drawn to the news-item hed in the Times of India of 3rd July, 1985 under the caption "Coercion by D.T.C, staff of woman victim alleged" to the effect that the D T.C staff were pressurising the woman, who had fallen out of a running bus on 28th June, 1985, to withdraw the complaint of assault against the D.T.C, crew;